

THE NAVAL COURT.

Unanimous Opinion of the Court.

Captain Scott of the S. S. Miowela Exonerated.

Finding and Order of the Naval Court held at Honolulu on the 16th, 17th, 18th and 19th days of October, 1893; to investigate the circumstances attending the stranding of the British Steamship "Miowela," off the port of Honolulu has been made as follows:

That the Court having heard and carefully considered the evidence given before it is unanimously of opinion that no blame is to be attached to the Master for the stranding of the S. S. "Miowela" and therefore returns to him his Master's Certificate.

The Court is of opinion from the evidences laid before it that the stranding of the S. S. Miowela on the night of Oct. 2nd, 1893 was due.

FIRST. To the indistinct appearance of the land, the bearing taken by Capt. Stott supposing it to be Diamond Head was the high land to the north of the Head which was itself obscured, and that this led the Captain to stand on until really nearer to the entrance than he supposed.

SECONDLY. That Capt. Stott having got the Green light well open to the East of the red was using a small starboard helm to bring them really together, as by sailing directions, when the sudden disappearance of the Green light deprived him of his leading mark and while so deprived of the Green light he must have crossed the line of bearing and got too far to the West and stranded on the West side of the entrance about 45 ft. from the outside buoy on the West side while endeavoring with a Port helm to turn the ship's head to sea Eastwards.

With regard to the disappearance of the Green light, the evidences of Captains Smyth, Davies, Lorenzen and Campbell, all men of great experience as Masters of Steamers running into and out of Honolulu at all hours of the night as well as by day, proves indisputably, that the Green light is frequent obscured by the masts and spars, or even funnell of a vessel or vessels lying at the Kinau or Likelike wharves (see plan No. 2). On the 2nd. of October last the British barque "County of Merioneth" was in such a position that the Green light, being situated inshore of the wharf, struck on her masts or yards, the latter being squared at the time, on such a manner as to prevent it from being seen from a ship having her marks nearly on, in the entrance of the passage.

The contention of the Harbor Master that the Green light was not obscured until the ship was already too far to the West is not in accord with the weight of evidence, but were it so, it detracts very seriously from the value of the light if it be liable to become invisible without warning to a ship a few feet only to the West of the channel.

By the evidence of the Pilot the Miowela was well to the Eastward of the entrance when he first saw her starboard-side light and mast-head light, soon afterwards she was head on to his boat with a port helm.

That the Green light was obscured by some intervening object is plainly proved by the evidence of the Pilot, and the Chief and the third officers of the ship who state, while it was invisible from the bridge, it was plainly visible from the deck under the bridge as was discovered after the ship grounded. Capt. Davies of the Inter-island Steamship Claudine testifies that he lost sight of the green light from the bridge of his ship, though, he afterwards found that it was at the same time visible to a number of his passengers on deck. And that this occurred the day before the stranding of the Miowela, the "County of Merioneth" being then on the same position as on the following night.

The Court wishes to observe that the Miowela did not, nor should she have come within the limited range (10 miles) of the Barber's Point light, and that as there is no light on the Eastward or Diamond Head side of the entrance, there is no possibility of getting reliable bearings if the outline of the land be even partially hidden.

All the witnesses agree that the electric lights of the streets have the effect of reducing or diminishing the visibility of, or killing the harbour red and green lights. In fact that these harbour lights whenever the electric lights are on operation do not show over more than a fraction of the range attributed to them, and thus we have the very remarkable fact, that while the glass of the electric lights of the town is recognizable at a distance of 35 miles, the guiding lights of the harbour are visible only 6 or 7 miles for the red and, about 4 ft. for the green. The Miowela ran for 1 hour and 19 minutes, making 18 knots after sighting the glare of the lights of the town before raising the red harbour light.

The Court is also of opinion that had the Pilot been half a mile, or even less, outside the entrance, he might have brought the ship in safety. The Court before separating desires to put upon record its appreciation of the kind and valuable assistance rendered by His Excellency the Minister of Interior, the Superintendent of Public Works, and the members of their disposal for the prevention of further damage to the Miowela, and the furtherance of every effort to leave her on.

Dated at Honolulu this 20th day of October, 1893.

[Signed by]

JAMES HAY WODEHOUSE,

H. B. M.'s Resident and Consul General.

President of Naval Court.

In view of the recent disaster and the causes thereof, and in consideration of the probability of increased use of the harbour of Honolulu by large and fast steamships, and the increasing use of electric lights on the streets of the city, the court begs to offer the following suggestions to the Hawaiian Government:

That a light be established at

Diamond Head which should show a light to the west of the harbour entrance.

That the light on Barber's Point be replaced with one sufficiently powerful to cut the Diamond Head light off the entrance.

That the leading lights for entering the harbour be made more powerful and raised sufficiently to clear intervening obstacles, and as far as practicable escape the influence of the street lights.

That the Port Physician and the Pilot be entirely independent of one another as to means of boarding ships outside.

The Pilot be relieved from the duty of lighting the buoys.

The distinct instructions as to every branch of their duty be supplied to the Pilots.

That the Pilot signal of a ship for the offing be immediately answered from a Pilot station on shore.

And that one Pilot be always on duty ready to go out to meet any ship signalling, and that a proper Pilot station be established on the harbour from where the Pilot on duty can see the whole harbour entrance and the offing from Diamond Head to Barbers Point.

PEHEA KELA MR. "PRESIDENT" DOLE?

Brazil has been a sore trial during the past four years to those enthusiastic souls who thought that, all that was needed to make a country, a republic was to call it so. There was great rejoicing in the country in 1889 when a military intriguer bundled the Emperor out of Brazil and set himself up as an autocrat under the name of a President. We had to listen too much effusive talk about the disappearance of the last remnant of tyranny from the sacred soil of America and the reception of Brazil into the "sisterhood of freedom." But it was not long before the truth appeared, that the Brazilians had simply exchanged a cultured and mildmannered and progressive Emperor for a rough and lawless soldier; and when he in turn fell before new intrigues, it was with some difficulty that the poems in praise of Brazilian republicanism were again lifted. Now that the time has come around for a new "President" to be elected by the biggest guns in the harbor of Rio de Janeiro, the illusion has pretty much vanished, and we hear little about the blessing of a military oligarchy, masquerading as a republic. It would be hard for anyone to point out what Brazil has gained by the fall of Dom Pedro except an enormous increase in public expenditures, a condition of sporadic anarchy and great harm to the real republican movement. There was such a movement in Brazil, directed by intelligent and law-abiding men, and it doubtless would in time, have brought about a republic by peaceable means. The Emperor himself freely recognized this and used to say that when the country was ripe for a republic, he would not stand in the way of it. But in an evil day, agitation was taken up by a set of military adventurers who have made republican institutions synonymous with force and trickery, and so have put back the real progress of the country in the idea and practice of self-government. The experience has been a calamitous one for Brazil, but it will not be entirely fruitless if it leads men to learn once more, the old lesson that liberty and self government are not to be found in names and forms.

—The Nation.

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\$200 Reward.

The above reward will be paid to any one giving information leading to the arrest and conviction of the party or parties guilty of the murder of Dan Hung Hoy (a male Chinese), at Hoaeae, Ewa Oahu, Saturday night, the 14th inst.

Honolulu, Oct. 18, 1893, oct18 1w offer the public for the amount given above for the arrest of the party.

WONG KWAI, Pres. United Chinese Society. oct18 1w

Notice.

Whereas, Jos. Paakaula having resigned as Agent for me, therefore, notice is hereby given to all persons holding leases of all of my lands, to make payments of rent to me personally at the times agreed upon at Kaalaa, Honolulu.

POOMAIKELANI, Kaalaa, Honolulu, Oct. 16, 1893. oct17 1w

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T. A. SIMPSON, Manager. oct9

Notwithstanding all "bragging" to the contrary Consul General Mills received his exequatur from this Government yesterday.

NOTICE OF FORECLOSURE OF MORTGAGE.

In accordance with a power of sale contained in a certain mortgage made by and between KAHALEKOU of Keahou, N. Kona, Island of Hawaii, Hawaiian Islands, of the first part, and H. N. Castle, Trustee, of Honolulu, Oahu, of the second part, dated March 30th, A. D. 1886, and recorded in the office of the Registrar of Conveyances, in Liber 99, Folios 254 and 255, and assigned by said H. N. Castle, Trustee, to Nancy K. Louis by instrument dated June 13th, A. D. 1890, and recorded in Liber 99, Folio 254, and for breach of condition of the above mentioned mortgage therefore the assignee of said mortgage hereby gives notice that she will carry into effect the said power of sale, and that after the expiration of three weeks from this date, the premises mentioned in said mortgage will be sold at public auction at the salesroom of L. J. LEVEY in Honolulu at 12 o'clock noon of the 4th day of November, A. D. 1893.

For further particulars inquire of J. L. KAUFUKOU, Attorney for Assignee, NANCY K. LOUIS, Assignee, Honolulu, October 14th, A. D. 1893.

Premises described in the above mentioned mortgage: All that piece of land situate at Koina, Kapalama, Honolulu, Oahu, being Apana 1 described in deed from Kaihano and Kapaunai to Kahalekua, and recorded in the office of the Registrar of Conveyances in Liber 15, Folio 344, and containing an area of 30-100 acres. 24-3w

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